

DEATH

At Marseilles, on the 27th of March, JAMES, the S
of Emma and James W. Browne, of Calcutta, aged
months.

News from the North,—Contradiction of the rumor of Consul Morrison's murder,— Hankow Tea trade,—Peking,—Newchwang,—Swatow,—The opium trade,—Yokohama,—Morrison Society,—Departure of the "White Adder,"—Arrival of French Opera Company:—

There is a rumor that the foreign settlement at Newchwang had been attacked by the rebels, and the residents had been compelled to take refuge in boats. If this report is true, the fears which Mr. Adams, H.M. Consul at that port, continually expressed of such a catastrophe and the representations which he has constantly made to Mr. Wade with respect to the insecurity of the foreign settlement, and utter want of protection, will have been fully verified, at the cost however not of those who neglected these representations but of the unfortunate foreign residents at Newchwang, who thus stand the risk of losing their lives and property, through criminal blindness or imbecility.

From Swatow the only piece of new
a dispute between some of the foreign
students with respect to the ownership of a
land. Strong measures seem to have been
by both parties in the quarrel, which pa
consist of two of the leading firms in
settlement. One of these firms the
bers of which have, we believe, the priv
of being free and enlightened citizens of
United States seem to have acted in ra
a high handed manner towards
opponents by keeping earned posse
of land which had been fairly purch
by them. The whole affair savours
of Texas than of a civilized settlement
we hope such a method of settling dis
to land titles will not become a preced
in the foreign settlements in China.

The coolie trade appears to be far a paying speculation, at present a peculiar run of ill luck seeming to have bedeviled the successful running of these valuable but perishable cargoes. From our hear that a barque called the *Jeddah* was wrecked from thence to the Havana harbor.

burnt at sea, and all her coolies perished in the conflagration, the crew escaping in the boats. The palmy days of coolie kidnapping and "splendid" runs to Callao and Havana, seem at an end; such a state of things will compel former traders to invest in other enterprises, and as in a notable instance in Hongkong, some of those who formerly embarked in the trade, now that they find it to their interest to drop it, may occupy their spare time by writing: virtuously indignant diatribes against those who still care to risk their money on the chance of running one living cargo out of three, which we believe is the paying average.

We have dates from Japan to the 11th instant, there is little of importance to record. Business remains dull, and latest advices from Europe per French steamer has had a depressing effect on the Silk market. The calumnious charges brought against Mr BAILEY (Chaplain at Yokohama) have been publicly and officially refuted; a court of enquiry having been held which pronounced the charges brought to be perfectly groundless. On the 8th instant the spring meeting of the Garrison races took place; the weather being all that could be desired. A French barque called the *St. Louis* has made the extraordinarily quick run of 20 days from San Francisco to Yokohama. The *Adventure* arrived on the 9th instant; the men commenced disembarking shortly after midnight, and they all appeared well and in good spirits. A Japanese soldier was severely punished some time ago for drawing his sword on two British officers; for this crime, which the man committed when intoxicated, the Japanese authorities sentenced him to be degraded to the ranks, he being a sergeant, and be imprisoned for one year. In consideration of the cordial feeling subsisting between the Japanese and British troops and at the request of Colonel Browne of the 20th Regt. H.M. Minister interceded successfully for the culprit, and his sentence so far as the imprisonment is concerned has been remitted. The Japanese troops for this act of kindness asked permission to present arms to the British consul who attended the ceremony of degradation, which was permitted.

The report of the Morrison Society for the past year has been published, and shows a flourishing balance sheet. An attempt to get reliable and useful reports from the different missionary branches of all sects and creeds in China, has proved a failure, a singular apathy or reluctance having been displayed in nearly every instance where application has been made. No class of men can surely advocate more strongly the necessity of missionary work in China, whatever heretical and unorthodox ideas some sections may maintain of the mode in which it is attempted to evangelize China, and it is almost a pity to find that the Revd. M. Whistlepipe will not afford any information on missionary matters to the Revd. M. Rubrick; but joking apart, the Morrison Society is singularly unsectarian in its views and objects, and ministers of other denominations might fairly take a pattern by the freedom from religious bias which characterizes all its proceedings.

The *White Adder* with seven companions of the 11th Regiment left on Sunday morning, the authorities wisely deciding that any little risk of small pox being carried on board by her passengers would almost infinitesimal considering the precautions which have been taken, while the excitement and change of the voyage would in itself act strongly against any such contingency. The *Far East* is still lying in sort of quarantine ; no fresh cases of small pox have occurred on board her, and believe an early date is named for her departure.

A French opera Company have arrived from Shanghai, which it is to be hoped will receive cordial support from the community. The great difficulty which stands in the way at present, is the want of a suitable building, for their performances; the Garrison theatre is too small and not well adapted for sound, but this will be the most available building, and they must make the best of it they can under the circumstances. We wish them every success, more especially under the difficulties they will have to encounter.

THAT some steps be taken for the effective suppression of piracy has now become one of the official and social necessities of Hongkong. — That there is every disposition on the part of Colonial authorities to do all in their power is fully believed by the Colonists; while the Home Government, though fearful of expending single additional shillings were it to in the eternal salvation of all Hongkong, the wrath to come, are disposed to start

backers to the Colony and say "Well do to all that the Colony can do for itself. They have just decided that the twenty thousand pounds now contributed for military purposes be applied to the relief and aid of distressed B-

gun-boats; so that in future the Colonial legislature will have a voice in the disposal of the steam bathing machines now anchored in the harbour of Hongkong. Although the above designation of a useful class of vessels may be thought somewhat insulting, it must be borne in mind that all which Hongkong will get for her ten thousand pounds subscription will be a fleet of small vessels which, once very effective, are now beginning to show signs of wear and tear, and are likely to be quite unseaworthy before many years are past. The foolish economy of the Admiralty authorities, in the matter of boilers and machinery especially, has often been commented on and our readers will for the most part endorse the opinion we have expressed.

Let us consider in what way the end in view viz, the suppression of piracy—can best be attained; what are our needs in *material* and organization; and what political action is necessary towards the Chinese authorities to insure a certain amount of cooperation on their part.

To commence then with the *material* at our disposal. Are the gunboats at present employed fit in all respects for the duties for which they are commissioned? From all we can learn we are led to believe that there is still room for improvement in their draught of water should be less than it is, and their speed will admit of an increase most advantageously. Could not vessels answering exactly to the model required be constructed in some port in Eastern Asia—say Bombay for instance—so as to avoid the trouble and danger of bringing them out from England round either cape? Supposing however that the vessels themselves were all that could be desired, some change would still have to be made in the *personnel* of the crews. The Commanders and officers of the gunboats in these waters are as brave a set of men as possible, and provided they are men of judgment and good sailors no alteration is required in that department, but with the crews great changes would be advisable.

In the first place a regular salaried interpreter should be attached to *each* vessel not leaving so important a matter as now is left to the tender mercies of European loafers or Chinese hangers on some mandarin. If Europeans can be got so much the better; but if not let Chinese possessing a thorough colloquial knowledge of English be employed with heed to their good faith. Secondly let no other Chinese whatever be employed in the capacities of cooks, stewards, pantry boy interpreters whose constant attendance upon their officers is liable to let them become possessed of facts and intentions which if known would enable any set of pirates to escape the traps laid to catch them. Many sneer at the idea of important intelligence getting wind this way; but when it is recollected that stewards who can give the pirates any information, are frequently subsidised to do so, it will be seen that such a notion may have some truth in it.

The arms and boats with which sn
vessels are now supplied seem also to
quire reconsideration. To send aw
boarding party in the gigs of a gun
although it has often been done succe
fully, is, against really superior force, v
hazardous. We should imagine that s
means might be found of stowing a g
sized yawl on the deck, standing d
being erected for hoisting out, and th
gins being utilized as the hauling po
This is however a question to be dec
by practical men, but it is evident
either the gunboat herself must be o
ciently light draught to pursue pirate
the shallow creeks in which their j
can be secreted, or they must have
large enough to accommodate a respo
able force of men as well as a boat's

Passing from the question of *mat* which after all is a matter of dock management, we now come to the most important part of the subject; viz, the *mat* which should be taken in conjunction with the Chinese Government, or rather steps we should force the Chinese Government to take, to insure the best application of the means at our disposal for the repression of piracy. That the article of Treaty engaging the cooperation of Chinese with our own forces to that is a dead letter in a practical point of view, their staunchest advocates do not deny. In the first place the *mat* ten or any other number of junks to work in concert with our own steam vessels is a simple absurdity. Their co-operation is more extended sense—say that of *mat*

ing some particular point or line of coast—we have long since learned to look upon as utterly chimerical; nor did we oblige them to carry out the letter of their agreement should we gain much for the operation. Were they attacked by a superior force the chances would be ten to one in favor of their running away; were the pirates to offer bribes (as they now do) Chinese naval virtue could not be expected to resist a tempting offer; so that we have but one means left of ensuring any support whatever from the Chinese—that of compelling them to subsidize our own naval forces.

Now that the indemnity money has been paid the plea of impoverishment cannot be urged against this proposition, which moreover would leave the entire control of the arrangements for *catching* pirates in our hands. It would be well to stipulate that at certain points along the coast not now opened to trade, depots be established in charge of mandarins who would be bound to afford any help or assistance, from provisions to men, to such men of war as needed them.

The most difficult point of all remains for consideration;—that of jurisdiction over the pirates captured. In spite of our treaty agreement with China, Englishmen feel a natural horror of delivering up even felons to undergo the barbarous tortures which disgrace the penal code of China; on the other hand bribery on the part of rich prisoners will generally ensure their escape from the clutches of the law altogether. In either case justice is not meted out to the condemned nor under present arrangements is it probable that a solution of the question will be arrived at. We have repeatedly urged the advisability of abrogating certain articles of the treaty referring to the rendition of accused persons and would now purpose in lieu thereof the establishments of a MIXED COURT, composed of English and Chinese officials for the trial of pirates or other persons obtaining their livelihood at sea charged with grievous crimes. The arrangement has worked admirably at Shanghai for criminals captured in the settlement; why should it not be applied also to the anomalous state of things which now exists at Hongkong and Canton? Persons possessing qualifications for the post of commissioner either English or native could doubtless be found amongst our consular officers on the one hand, and the higher class of officials attached to the Yamen or the Viceroy's provinces. We do not see in what other way the daily increasing difficulties of the rendition question are to be met. The effect of such an institution would be incalculable; many pirates being emboldened to run hazardous risks from the almost certainty they possess of being able to bribe their way out of a magisterial prison, should they meet with ill luck in the prosecution of their interest studies how to get money at the expense of the lives and properties of others.

THE new Seamen's Hospital of Hongkong, was this day formally inaugurated by His Excellency the Governor. About twenty other gentlemen were invited to be present. After going round the building and noticing in complimentary terms the way in which Mr Street had carried out the plans of the original designer, His Excellency and the present proceeded to a room hereafter to be used as one of the wards and sat down to an excellent *déjeuner de la fourchette*, which Dr Adams presided.

The breakfast being finished The Hon. Mr Whitall rose to propose the health of the trustees of the establishment coupled with his toast especially the names of Dr Adams the energetic medical officer in charge, and that of Mr Studd who had satisfactorily carried out the plans adopted for the building. He was of opinion that Hongkong might well be proud of an establishment so eminently humanitarian in its end and object; those who had devoted their attention to carrying out that object were entitled to the thanks of the community—more especially of the mercantile classes. They had not been enough money actually subscribed to cover expenses, but the House of Jardine, Matheson had in conjunction with the trustees carried out the proposed plan, as they felt it to be a matter of conscience, when it lay in their power to aid a good work, to do so. Had exceeded their powers they were not for it, but if ever there was a case in which the end justified the means "this surely one (applause.)"

The Hon. speaker then proceeded to give a sketch of the history of the building. Nearly twenty-two years ago Messrs JANDINE, MATHESON & Co. established on this spot a small hospital for sick seamen. As time went on and trade increased it became too small for the proper accommodation of patients, and furthermore in the long period which had elapsed since it was built had gradually fallen into decay. Under these circumstances they had decided upon raising a hospital which should be worthy of Hongkong so they have erected the present building which contains 65 beds with accommodation for 100 patients if needed. They were not perhaps quite justified in a strictly commercial point of view in so doing; as matters now stood the contract for the building amounted to thirty two thousand dollars; the expenditure involved in laying on gas, water, &c. was about three thousand dollars more, making a total of about thirty-five thousand dollars. To meet this, subscriptions had been promised to the extent of six thousand dollars; a personal friend of the Hon. speaker had promised a donation of seven thousand dollars, thus making thirteen thousand dollars in hand and leaving a balance of about twenty two thousand to be subscribed by other members of the Colony. In conclusion the speaker said that he begged to thank not only the subscribers who had come forward so liberally but those who he was sure would come forward when appealed to; and sat down amidst the laughter and applause of his hearers.

The new hospital is a two storied building consisting of four wings with an open court yard containing baths &c. &c. in the centre. It is well built and advantageously placed for receiving the benefits of the breezes from both a northern and southerly direction. There are four public wards for seamen; one first and second class ward for officers, and one to be appropriated to lascar seamen. The vacant wing will be occupied by two dispensaries, foul bedding rooms &c., and altogether the whole edifice seems to be well calculated for the purpose for which it is designed and reflects much credit on all connected with it. The liberality of the Hongkong colonists is so proverbial that there is little fear but that subscriptions will readily be obtained to make up their money now deficient, and it is but right that those who aid in making the fortunes of the community should receive such aid in time of sickness and danger as can be afforded them. A fee of one dollar per day will be charged for each European admitted which will it is believed cover the working expenses of the establishment.

An amusing press error occurred in the columns of the *London and China Express* of the 26th March ultimo, quoting the letter addressed by the Secretary of State to the Governor stating the decision arrived at with respect to rendition of the Mowang the following sentence appears, the italics being *own* :—

"But having reference to the terms

the treaty under which Mr. Merper, acting, I am satisfied, after full consideration, that he adopted every precaution his power to carry the provisions of the Treaty of Extradition into proper execution. The man was not charged with piracy, *he would be justifiable at Hongkong*, but with robbery, which brought him within the terms of the treaty. The case was properly investigated, and there was abundant evidence to support the decision of the magistrates.

Even the very printers' devils seem to conspire to embody in imperishable type the verdict on Hongkong which the provisions of British law induce the respective residents to believe in. The verdict thus written *justifiable* is *justiciable* in the originals i.e. amenable to justice. They are hardly prepared to defend the orthography of the word, which although not found in the dictionary is noted as "solely used", and sounds to us rather unconvincing, but the mis-print is none the less a fact.

That such a mistake should have long passed unchallenged by many readers of the *London and China Express* is one, almost, to think that it was taken as a sober statement of the real fact, and that if impunity be justification piracy may be said to have hitherto been profitable. Unfortunately for the weak subjects who eke out their income by little co-fusions between *mumtum*, Colonial law is likely in future to prove somewhat inconvenient to the interests; a wholesome ordinance which

passed last year enabling the judge to pass sentences involving flogging of delinquents. With respect to piracy however as long as the present state of the law continues any defending counsel can drive a carriage and four, as the saying is, through its provisions and pick holes on questions of jurisdiction; such for instance as the true meaning of "piracy," not in a common sense meaning of the word, but whether the particular crime under investigation, was committed within or without the limits of some legally defined distance from the shore. These and other legal quibbles which must give an exalted idea of British law to the pigtailed in Court during our Piracy trials, occupy half the time of the Court in nearly every case brought before it. Again the very fact that the preliminary depositions taken by the Police magistrate are not permitted to be read and received as presumptive evidence, on the trial at the Supreme Court, is a fruitful cause of delay and frustration of justice, for frequently the witness, who swore one thing positively at the Police Court, stolidly denies, or forgets(?) it at the higher Court. This is of course nothing but what might be anticipated, for even presuming that the witnesses are examined or untampered with before they are exhibited at the Police Court, some weeks may elapse before the trial comes on. Moreover as in very few cases witnesses are kept in custody as Crown Witnesses, there is plenty of time for the pirate resetter's friends in Hongkong to get their agents to work. Of these worthless there are at least one or two in the colony who have all the English laws affecting piracy at their finger ends, and are permitted by the gaol regulations to have frequent interviews with the remanded prisoners. Thus a nice superstructure of false and garbled evidence is raised for use at the trial, and the witnesses are actually trained like children in a sort of false consistent school of evidence for days and days before the trial comes in. No blame can be attached to the administrators of the law in this Colony unless they fail in their duty of strongly representing the weakness and utter incapacity of the present system in dealing with crime to the Home Government, which considering the high character which the English bench bears for integrity and conscientiousness it is almost needless to say cannot have been neglected.

(From the North China Daily News.)

The accuracy of the metaphor wherever Mr Yates illustrated the alarming growth of the *Li-kium* on its way from the capital to the provinces, has been fully confirmed by the report of trade at Foochow for the year 1864 forwarded by Mr Hewlett, and recently published in England. Starting with the advent of the levy of taxes upon goods authorised by the Taiping Government, and exerting a most depressing influence upon foreign trade, the writer proves, by statistics that the trade both in imports and exports showed a considerable falling off upon the close of the previous year, and then proceeds to enumerate the causes which brought about the decrease. And first in the case of imports, we find the startling assertion that in the year 1864, or the year ending 1864, foreign merchants had not least in inland produce transit certificates, but preferred to allow their teas, bought upon contract in the interior, to be subjected to the squeezes levied at each barrier, rather than risk the delay entailed by the operation of a transit certificate. "No doubt," he produces so protected did eventually reach Foochow free from illegal squeezes, but the officials in charge of the barriers of the interior showed no official sympathy for the way of boat cargoes upon which they could levy nothing, that the delay more than neutralised the advantages of freedom from exaction. But this, it may be said, were swindle on the part of certain subordinate officers, who would have been subjected to punishment of some kind; but another had the foreign merchants themselves to complain. We are always in doubt about such cases when the actual perpetrators of the squeeze is the most guilty party concerned in the levy, whether in fact they license to commit extortions of various kinds be not a recognised item in the remuneration offered to barrier keepers and others in inferior official positions. Reading from analogy we are justified in adopting the latter supposition, for the higher officials of government are not only permitted but are obliged to make handsome estimates of their three year's term of office. Elsewhere could we account for the occasional enormous demands made upon men whose salaries are actually insufficient for every day requirements of life? Assuming however, that the barrier exactions were the Consul Hewlett complains are not resisted either by the provincial government or by the immediate superiors of the defendants, there yet remains quite sufficient to file an indictment against the Foochow authorities, and to demand that they have been an important element in the commerce of Foochow, and the Opium traders were among the most respected and trustworthily native traders at the port. Gradually, however, as the *Li-kium*, or duty, swelled from the size of a hat to a measure which demanded two bushels to carry it, the recognized impost of 20 per cent, with discount at 10 per cent, say, 22 per cent, was raised to the 113.136. The manner in which this extraordinary increase was made up is forth by Mr Hewlett as follows:—

Fixed Duty,	
Discount on the same at 6 p	
Meltage of same,	
Li-kien War tax,	
Meltage of same	
Osborn fleet,	
Discount on the same,	
Meltage of same,	
Extra tax for rebate expense	

Haiguan Import duty...The
Discount after per cent...
Total

The consequences may
A bribe far out of propor-
of duties to be escaped a
eyes of the nation, and
large amount of the op-
cal consumption and for
was "ruin." The risk w-
ings, indeed, these can be
the increased traffic, with
ascertainable ratio to the
off as shown by the
brought large sums into
mandarins. Under the
under guarantee or who
feared to ruin them-
giving by transactions which
every day occurrence, was
by the illegitimate
the bulk of opium traf-
into the hands of men w-
diple or capital. Heavy
contracted by persons w-
liquidating them, and fid-
ter of course, shared be-
incurred, is immeasurably
inhabitable. The
that local dealers have
traffic, and deplete the
owned property, lie:
one remedy - to revise,
tariff of transit duties,
shall be settled in a
subunit all infringement
commission. The import
taken in the western
present in the prospects of
are sufficiently heavy,
tell us that a few mo-
way must bring disaster
who have so far with-
the

IDENTITY OF BRIT
ICAN INTEREST

(From the Nogh-Chin.)

The papers relating to the Chinese during the year, paused the President's session on the thirty-first little to what we have regard to the progress country. The laudable Mr Burlingame and to the various events China between August the chief of which were the legislation on the the of the Yangtze, the denigrating brutal cooperation policy of Burlingame, and the autograph () presented China to the President States. Of these there was the codification pursued with 20 inches period whereas Mr Burlingame and Colonel Russia. Mr Burlingame at Peking, and that the interests of land were identical, together they could advantages for their name same time the presented the material interests. Accordingly, the international relations, and questions submitted friendly league. The ministers were permitted representatives of the enabled at once to step against any attempt Chinese to infringe privileges. The Republic Yangtze was the transgressed their rights, and the one American interest, a disgrace of Burlingame. one of course to pick up wamed by the rest of the treaty representatives of the French priest in evidence for and against the board of ministers. The most minutely interest of justice, as was Englishman at the strongly recommended reinstate Burlingame already acquainted with downright falsehoods misrepresentations and theories contrived to part of the foreign powers came to a crisis Holland and England, with which the English and worked together, paragonised the expedition more especially, we that friendly and exist and we trust will between America and like manner left representally made as to French of certain representations, a narrative ministers a narrative intended to show the question in Shanghai came up on this the ministers serves fully of record, that in all the most which presented them the West and not a isolated nation was remain for the to be not accorded by the gent States to the policy Singame. Mr new relations with which the new in England, and we in France and Russia, ruin or realises as of the ministers of the by thus mutually a by the foreign nations suit with will and up of China for the surprise.

arrangements connected with the funeral of Queen Anne, which will be held at some small Greek church, and use the fresh water Canal.

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Customs facilities will be necessary at Colombo to ensure the success of such a scheme, and to this fact we have doubtless the attention of Government will be addressed.

THE SOUTH PACIFIC STATES.

CHILI.—The Spanish blockade of Valparaiso continues, but the crews of the squadron are said to be unwell. The cruise of the frigates *Villa de Madrid* and *Blanca* in search of the Chilean and Peruvian combined squadron ended in their finding the foe at Anou, a port near the north end of the island of Chiloe. At the mouth of the river is a Chilean fortification of considerable strength, and which in addition had mounted the guns taken from the Peruvian frigate *Amazona*, lately wrecked on the bar.

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R. Berkshire, from Plymouth, for Shanghai.
Graham, from London, for Hongkong and Canton.
Allendale, from Sunderland, for Yokohama.
Douglas, from Gibraltar, for Hongkong.
Stirlingshire, from London, for Singapore and Hongkong.
Aristo, from Newport, for Hongkong.
Derwent, from Liverpool, for Hongkong.
Polinaise, from London, for Shanghai.
Agriculture, from Southampton, for Hongkong.
China, from Newport, for Shanghai.
Andreas, from Cardiff, for Hongkong.
Wallaro, from Shields, for Yokohama.
Nippon, from St. Vincent for China.
Flora, from Hamburg, for Hongkong.
H. Fortesque, from Cardiff, for Japan.
Yarabille, from London, for Hongkong and Canton.
Statesman, from Cardiff, for Japan.
Banian, from London, for Hongkong and Whampoa.

VESSELS SPOKEN WITH.

Alma, Liverpool to Hongkong, Jan. 17, in 10 days.
Gentle, Aden, Whampoa to Hamburg, Jan. 17, 17 s. w.
Devana, London to Hongkong, March 5.

CLEARED FROM NEW YORK.

March 23, steamship Veruna, Whiting, for Hongkong.

LOADING.—At Hamburg: Alice, for Macassar, Hongkong and Macao; Dorothea and Agathe Johanna, for Singapore; Peter Godfrey and Pader, for Hongkong; George and Heinrich, for Hongkong and Tientsin; Feiga, for Hongkong and Shanghai; Schulze-Delisch, for Tientsin direct; and Hannover, for Shanghai. At Bremen: Johann Smidt, for Hongkong and Singapore.

TEA FREIGHTS.

5, NEWMAN'S COURT, CORNHILL, London, 10th March, 1866.

Captain DOUGLAS, of the "Burduwan."

DEAR SIR,—We beg to call your attention to the necessity of taking care that no cargo liable to damage tea is loaded with that article.

Messrs. Henderson & Co. are now trying the question with the owners of the *Durand*, having made a claim against the ship for the recovery of some £6,000 to £7,000 for damage said to be caused by the fact of some seed on board having injured the flavour of the tea, to the extent of 12 per lb.

We are writing to all masters we know in China, but shall feel obliged by your making this known amongst your friends.

Yours faithfully,
(Signed), ROBERTSON & Co.

MISCELLANEOUS INDIAN NEWS.

The pernicious time-bargain system has again been introduced into Bombay.

Col. Pelly, H. M. Political Resident in the Persian Gulf, has returned to the scene of the recent disturbances there, and is accompanied by H. M. S. *Pantolon* and *Coromandel* to protect British interests in the Gulf.

The Government of Bengal has requested the Principal Inspector General, Medical Department, to arrange the details of a scheme for periodically analysing the water at the stations occupied by European troops in that Presidency.

Major T. G. Glover, R.E., has been appointed to officiate as Director General of Telegraphs in India during Lieut.-Col. D. G. Robinson's absence on leave.

The total cost of the Bhootan war has been estimated at 25 lakhs of rupees (£250,000).

A famine has broken out in Bhootan, and the poorer classes are undergoing great suffering.

At least one good result has accompanied the annexation of the Bhootan Doars: the traffic in Mechee and Assamese girls and boys has ceased.

The Bhootan Government has remonstrated against a British force remaining on its frontiers.

The case of child traffic was recently disposed of in the Jeypore State in a singular manner. The Rajah sentenced the seller to five years' imprisonment, and the purchaser to pay a trifling fine.

The results of the Calcutta census we hope to publish shortly. They are so ludicrously small that, meanwhile, it is necessary for us to say that they refer to only a portion of Calcutta, for they exclude the densely peopled suburbs. In that portion which corresponds to the Fort of Bombay as distinguished from Malabar Hill, Byculla and the other great suburbs, there were in January last 385,000 human beings.

Of these 240,000 were Hindus, 120,000 Mohammedans, 11,000 Europeans and the rest of other classes. We use round numbers. It is to be regretted that even these figures for the purely city part of Calcutta are not so correct as those taken by Dr. Leith for Bombay. So far as they go they represent the proportion of Mussulmans to Hindus as much greater than was believed, and the number of Europeans as somewhat less. But, then, a large number of the latter live in the great suburbs of Garden Reach, Kalyanpore, Alipore, Bhowanipore, Entally and Gossapore, and in Howrah, Barrackpore and Serampore. A census of the rest of Calcutta in the suburbs should be at once taken and the results be combined to arrive at the truth. As it is, the figures about to be published, taken alone, would prove that Calcutta is the healthiest city for its size, in this world!

While England is occupied with its Rinderpest, we, with that ignorance of the people among whom we live which prevails so generally, shut our eyes to the ravages the same plague at our own doors. The murrain has been serious in Bengal. In British Burma Mr. Gadsby, who was specially deputed for the purpose, has collected facts which show that since May last 100,000 bullocks have died there. No cure has yet been discovered here any more than in England. Within the last sixty years the Rinderpest has several times visited Burma. The present epidemic is now, we are glad to say, dying out. But such have been its ravages that Colonel Playne has been compelled to import bullocks from Bengal for the public departments.

The "Boulay Post" hears that the P. and O. Company mean to reduce the rates of passenger fares by their Steamers on the Indian and China lines; and that the new rates will be published shortly.—*Friend of India*, March 29.

(From the Colombo Overland Observer.)

We do not often retain a specimen from the basket-fuls of Correspondence which we are favoured—Correspondence consigned to oblivion, born to blight unseen beneath the scrutinising Editorial eye. But we must make an exception in favour of the following from a gentleman who aspires to the post of Special Correspondent at by no means an unimportant out-station. We, for obvious reasons, omit the names of persons and places.

(Private Introductory Note.)

.....February 23rd, 1866.
MY DEAR SIR,—Sincerely I am unknown to you, by the name you can make me out, that I am—the present District Modifier of—I am a Law student too. I think you will raise no objection to admit my communication. If I am right, I will be a Correspondent to your Paper—since I am encouraged by the earliest insertion of my communication in your issues. Nothing more to add, but my Compliment to you, Sir,—I remain, yours truly,

P.S.—Excuse my hand-writing I am inclined as such naturally.

(For the Observer.)

February 23rd, 1866.

DEAR SIR,—With ineffable delight and joy I have had the occasion to self-introduce myself to you, and to the few who read. I have been able to write within a short space of time in the station. Our venerable D. J. Mr. ... who has absent himself on leave from the station has returned with his family already and resumed his duties with fresh vigor, we hail him all success in the sphere of his new career. The place is seriously affected by heat. No showers of rain for the last few weeks consequent on the health of the place is much reduced. In a single house I have witnessed two or three souls are labouring on the same moment and have under the same sickness of fever, pity to see them in that distressed state. At last—I am favored with a Doctor—Our cry and newspaper comment at length abated, with the Doctor. He withheld practising owing to no supply of medicines. We think the Government will supply the want without admitting a claim by the public to utter cry, or a question why a Doctor without medicines! More Anon, yours truly,

A NEW MAN.

The *Hibernia* asserts that, with the permission of Government, our feisty old Cashmere chief has engaged the services of some Europeans for the manufacture of English liquors, and for establishing Telegraphic communication, and introducing "English liquors." Cashmere has grapes which, by careful cultivation, might yield better wine than that of Australia. Is beer meant? And who are to consume the English liquors?

RELEASE OF THE ABYSSINIAN CAPTIVES.

H. M. S. steamer *Victoria* returned from Massawa this afternoon after a passage of five days, having met with severe gales all the way, right against her, and from the east. She brings cheering news from the Abyssinian mission. Mr. Rassam had been received by King Theodore with great honour and state, and two hours after the arrival of Mr. Rassam the wife of the prisoners—English, French, and missionaries—who had been in prison for nearly three years, were released and handed over to Mr. Rassam to return with him to Massawa. The King had given one grand feast that cost 1,000 dollars, and this was to be succeeded by a grand feast on a larger scale and to cost 1,600 dollars. Mr. Rassam was also loaded with costly presents and jewels. The captives are reported well, and are in great joy at their release. We look for their arrival in Aden in a few weeks.—*Times of India correspondent, Aden, March 29.*

One of the greatest objections urged against the cultivation of tea has been the difficulty of obtaining the labour necessary not only for cultivating and gathering, but also for manipulating the fragrant leaf. As might have been expected, the ingenuity of British engineers is rapidly solving this difficulty. On the opposite page to that from which we quote the above figures is an engraving and description of a beautiful machine for firing tea by steam. It is the invention of Mr. Waters, an English engineer resident in China, and we are told

Mr. Albert Robinson, of Southampton, a relative of the inventor, undertook to obtain the English patent, and to send out a certain number of the machines to various tea curers in Japan, India and China.

The main points of the description we quote:—

We can best describe the machine and the manner in which it operates by comparing it to a long narrow, semicircular trough, in which is turned an inclined screw of equal length. A small steam-engine serves both to turn the screw and also to supply steam to a hollow chamber which surrounds the trough. By this means a constant and even supply of heat is maintained. The tea is gradually supplied to the trough through a copper placed at one end of the machine, and as it comes into contact with the arms of the screw is pitched forward by stages of about six inches. It thus travels the entire length of the trough—about forty feet,—is never allowed to rest, and is subject during the whole process to the required temperature. As it reaches the opposite end it is received by a wooden channel, which conveys it to portable receptacles. The tea traverses the heated surface in about forty-five minutes—under ordinary circumstances; but should any cause arise to necessitate a slower or quicker motion, it is obtained by altering the "pitch" of the screw by a very simple arrangement.

We are informed that one machine, which can be made at the comparatively moderate cost of two hundred pounds, will do the work of five hundred men.

The principle is obvious to those who have but the slightest knowledge of engineering, and we should think the practical working of the machine would be simple and easy. One central engine and drying house might suffice for several properties.

It is believed that the enterprising firm of Saxon, Anderson & Co., of Cape Town, intend sending a steamer here as a trial, to see if any business can be opened up between this port and the Cape; but if a line was started between this and Bombay, calling at Goa &c., there is but little doubt that it would pay, considering the great trade that exists between this and India

and which has plenty of room yet for development.—*Bombay Gazette.*

Colenso was formally excommunicated on Sunday, March 7th, at the Cathedral of Maritzburg. The dean read out the sentence as follows:—

"In the name of our Lord Jesus Christ, We, Robert, by Divine permission, metropolitan of the Church in the province of Capetown, in accordance with the decision of the bishops of the province, in synod assembled, do hereby, in the name of our Lord Jesus Christ, by the authority of Christ committed unto us, pass upon John William Colenso, D. D., the sentence of the greater excommunication, thereby separating him from the communion of the Church of Christ so long as he shall obstinately and impudently persist in his heresy, and claim to exercise the office of a bishop within the province of Capetown. And we do hereby make known to the faithful in Christ that, being thus excluded from all communion with the Church, he is, according to our Lord's command, and in conformity with the provisions of the xxiii. of the Articles of Religion, to be taken the whole multitude of the faithful, as a heathen man and publican." (Matt. xxiii. 17, 18.) Given under our hand and seal, this 16th day of December, in the year of our Lord 1865—R. CAPETOWN.—*Times of India*, April 13.

LAUNCH OF THE "STRAT."—A magnificent iron screw steamer named the *Strat*, built for the Peninsular and Oriental Company, was launched from Messrs. G. A. Day & Co.'s shipyard, at the "Northern" wharf, on Saturday morning, in the presence of several directors and leading officials of the company, and a large concourse of spectators. The vessel is the largest ever built at Southampton, and will also be one of the largest and finest in the noble steam fleet of this powerful company. Her leading dimensions are as follows:—Length between perpendiculars, 318 feet 5 inches; length over all, 350 feet 6 inches; beam, 41 feet 5 inches; depth of hold, 33 feet; tonnage, builder's measurement, 2,666. She will have accommodation for about 200 passengers. The icehouse has a storage room for 20 tons of that great luxury in the regions of the east, and she has capacity in her bunkers for 800 tons of coal, or about 18 days consumption at full speed. The *Strat* is built and engineered by Messrs. J. & W. Brown, Works, and her present appearance gives promise that she will prove a fast and comfortable vessel, creditable alike to builders and owners.—*Times*, March 19.

SHIPPING REPORTS.

The Austrian schooner *Martha*, which left Hamburg on the 4th Dec. reports, spoke the British barque *Highland Queen* on the 16th April, in Banca Straits, from Sunderland bound to Hongkong. On the 12th May, in lat. 18° N., long. 114° E., spoke the British ship *Taymouth Castle* from Hongkong to Hongkong 20 days out. The *Kosmos*, Hamburg barque, on the 28th April, in lat. 4° N., long. 113° E., from Singapore, bound to Hongkong 10 days out. The British barque *Princess of Wales* from Shields to Shanghai, on the 30th April, in lat. 55° N., long. 114° E., 190 days out. The British barque *Kim Yung Chong*, belonging to Rangoon with Chinese passengers for Massawa, left Aden, May 20, lat. 15° 30' N., 113° 45' E., Hamburg barque *Patria* from Hamburg bound to Hongkong in Banca Straits. April 15, British barque *Avondale* from St. Petersburg bound to Kamschatka. April 30, in lat. 5° N., long. 114° E., 210 days out, had calms and light southerly winds up the China sea, passed Anjer on the 1st April.

The British barque *Zingra* reports having left Sunderland December 14th. Had fine weather and fresh Easterly winds until off the Coast of Portugal, where experienced a severe gale from South West lasting several days, fell in with the North East trades about lat. 20, and had them very light; passed Equator in long. 21° W., on January 23rd had fine fresh South East trades, passed Meridian of the Cape in lat. 40° S. on 25th and left Cape Town for the Straits of Anjer and passed there April 6th; all the way up the China Sea experienced nothing but calms and light variable airs taking 56 days doing it. April 24th in lat. 1° 10' N., long. 104° 44' E., spoke the British ship *Eastward Ho*, from Hongkong bound to New York 24 days out. The British barque *Highland Queen*, and American ship *George Bell* were both at Anjer when the *Zingra* passed there.

The American ship *N. B. Palmer* reports having left New York City, on the 2d December, 1865; went into Cape Town, on the 22d February 1866, for water; went to sea on the 27th, experienced very heavy weather in the Indian Ocean and continual head winds; made Java Head on the 15th April, and anchored at Anjer on the 17th, sailed on the 18th, had light winds and calms until the China Sea. Spoke the Chinese barque *British*, barque *Pride of the Ganges*, on the 25th April; signalled the British ship *Lara*, from Cardiff for Japan, 137 days out, lost her mizen top gallant mast; on the 8th May, spoke the British barque *Eva*, 40 days from Rangoon to Hongkong; on the 9th, spoke the Bremen ship *Der Sud*, 13 days from Singapore to Hongkong; on the 14th, signalled the British barque *Princess of Wales*, from Newcastle to Shanghai, 160 days out.

Also reports the British ship *Jeddo*, from Amoy to Deneraer with Coolies, caught fire on the 17th April, in Banca Straits, (third point) 30 miles from Anjer, blowing heavily from the Westward; 200 coolies were drowned or burnt, the other 300 taken to Anjer and are awaiting the disposition of the British Consul; the mate was drowned.

The British barque *Labuda* reports having left Suva on the 8th May, the French barque *Amiral de Macken* Captain Davenreix arrived in Suva on the 7th May, with a damaged Spanish Pontoon in tow—reports having experienced a heavy gale of a revolving type in lat. 17° 45' N., long. 118° 00' E. wind hardest from S.E. at 8 P.M. on May 3rd, shifted to S.W. after a calm of 20 minutes duration Bar. 29.00; vessel in great danger from the tremendous sea, when about 8 miles N.W. of Cape Bolinas saw a damaged schooner, sent back with heavy weather, and lost her crew. The crew of the Pontoon (21 in number) had no water or provisions for 4 days; supplied them with both. May 1st, in Suva Bar. 29.50 at 1 P.M. very hard squalls at S.E. during the night. May 8th 7 P.M. passed barque *Chase* off False Suva bound for Suva, from Hongkong, Light N.E. and on Luzon Coast—strong E.N.E. gale from lat. 18° 00' N., long. 117° 20' E. to within 70 miles of N. Lema Islands.

MISCELLANEOUS.

We learn from the English Post Office Report that in 1864 the number of letters which passed in both directions between England, India and China was 3,632,000 or two-thirds of a million more than in the case of Australia, and not much more than a million less than the number sent to and received from the United States, 23,000,000 letters in all passed between Great Britain and foreign countries and the colonies, and 21,500,000 books, papers, and patterns. In England and Wales 27 letters were delivered to every person upon an average; in London, 51; in Scotland, 20; in Ireland, 9; in the United Kingdom, as a whole, 23. The total number exceeded 79,000,000.

Like Holkar in Central India the King of Ava is the great Bannan of his dominions. Irrawaddy steamers have been so mismanaged for want of European superintendence, that he has leased them, a correspondent of the *Rangoon Times* says, to the great monopolist, Moolla Ibrahim, for Rs. 2,000 a trip. The grounding of the vessels is a thing of daily occurrence. One flat which sunk below Yandaboo had a cargo of Cotton, Copper, Silver, Rubies and Opium, valued at £10,000. All was lost.

The Australian Colonies are indignant at the renewal of the P. and O. Company's contract. The *Age* says—"The P. and O. people actually take umbrage at the threat of our government to terminate the contract. They are concerned at the discourteousness of Mr. MacCulloch's remarks, and have the consummate impudence to tell us that the mail service is particularly well done. The breaks down and delays of the past six months of the year were only known then, and we are assured that they arose from causes purely exceptional. First the *Bombay* broke her shaft; then the *Maras*, then the *Verona*. But nothing is said of the *Verona*'s want of coal, the *Jeddo*'s unsavouriness, or the *Rica*'s incapacity to carry sufficient coals." During 1865 only one mail was punctually delivered, and 1866 has opened with no better prospects. South Australia has resolved to break the contract without the consent of the Home authorities if Victoria will join her.

THE CASE OF SEMMES.—There seems to be a good deal of diversity of opinion in Washington as to the case of the pirate Semmes. A despatch of the 23rd states that authorities and evidence are being hunted up with all vigilance, preparatory to putting the rebel admiral on trial; but the Washington correspondent of the Philadelphia Press telegraphs that there is a sudden hitch in the arrangements for the trial, and that a doubt is now expressed whether he will be summoned to appear before a court martial. Judge Hughes, his leading counsel, has remonstrated against this mode of trial, as unjust and wrong in view of the circumstances attending the parole of his client, and the expression of the President, not long since, that he should oppose all such trials in the future. The Judge, (who is a personal friend of the President,) it is said, has appealed to him directly with reference to the case, and reports the postponement just announced is the result of said appeal.—*Evening Bulletin.*

COTTON REPORTS IN FEBRUARY.—We learn from an official statement of cotton shipped from the port of Bombay during the month of February of the current year, which has just been published by the Commissioner of Customs, Salt, and Opium, that the total quantity was 48,366,304 lbs. or 61,691,384 bales, of the value of Rs. 2,39,92,868 or close upon £2,400,000 sterling.—*Bombay Daily Post*, March 27.

MISCELLANEOUS.

CORDIAL of the BENEDICTINE MONKS of the ABBEY of FECAMP.

THIS Liqueur which dates from 1510, is a Tonic Anti-apoplectic, Digestive, and of an exquisite flavor. The Salubrity of which it is composed are gathered on the Cliffs of Normandy, they possess all the vivifying emanations of the Northern Sea, and compose one of the best Cordials and one of the most efficacious preservatives against epidemic diseases. The French Medical men have almost unanimously prescribed it for patients who by their gastric tendency were more subject to attacks of Fever and Cholera. May be had of A. LEGRAND, AINE at FECAMP. HOUSE IN PARIS.—No. 19, Rue Vivienne. The Liqueur may be found all over the World at the Principal Wine and Spirit Merchants, Chemists, Confectioners, Grocers, and Dealers in Trevisions in General, &c.

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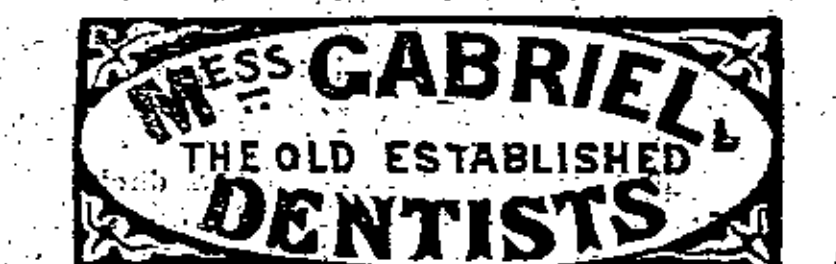
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MISCELLANEOUS.

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Parties at the extremity of the globe, by forwarding particulars to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth so as to enable Messrs G. to forward either a partial or complete set of Teeth. GABRIEL'S CELEBRATED OSTEOIDAL CIGUE for restoring and preserving the Teeth, 10s. 6d., and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 6s., and 10s. 6d. per packet; and the Gutta Percha, 1s. 6d. per box.

GABRIEL'S Practical Treatise on the Teeth which explains the most judicious and economical way by their patented method may be had of their Agents or will be furnished direct on receipt of Twelve Stamps.

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Dinnerford's Fluid Magnesia.</

MACAO.

HONGKONG.

SHIPS' NAMES AND WHERE ASCENDED	CAPTAIN	FLAG & TUN	DATE OF ARRIVAL	CO-SHIPMENS OR AGENTS	DESTINATION	POSTED DATE
A. M. Lawrence	E Taylor	am sh.	593	May 20 Aug. Heard and Co		
Macmillan	W Balling	am. bk.	279	May 9 P. & C. Schellhaus and Co		
Aden	W Andrews	o. str.	700	Apr. 28 P. & O. S. N. Co.	Shanghai	Mails
Amazona	W Kramer	am. bk.	434	May 8 S. S. and N. Co.		
Amber Witch	E Langlois	fr. bk.	330	May 17 Order		
Amur	W Kendeize	h. m. bk.	375	May 24 Chinese		
Anipodes	W Woodruff	am. bk.	648	May 23 S. S. and N. Co.		
Archer	W Crooby	am. bk.	261	May 12 Russell and Co		
Atma	W Watson	fr. bk.	523	May 22 Borneo Company		
August	W Buk	si. bk.	413	May 17 Chinese		
Bangkok	W Cheppit	fr. bk.	379	May 15 S. S. and N. Co.		
Bavaria	W Groll	am. bk.	402	May 13 Siemens and Co		
Belvédere	W Morris	fr. bk.	283	May 19 Oxford and Co		
Bienfleur	E Berry	am. bk.	723	May 25 Smith Archer and Co		
Bengal	W Bird	fr. bk.	540	May 15 S. S. and N. Co.		
Bengal	W Petersen	am. bk.	411	May 13 Chinese		
Benoirtoick	W Jenkins	fr. bk.	600	May 22 Order		
Bsworth	W Nicholl	am. bk.	611	May 19 Oxford and Co		
Bream	W Ode	am. bk.	434	May 13 Siemens and Co		
Brems	W Winthens	fr. bk.	400	May 7 B. Hubener and Co		
Briton	W Fleming	fr. bk.	610	May 10 Chinese		
C. J. Henrietta	W Tonges	D. u. sh.	1201	May 1 S. S. and N. Co.		
Carobel	E Michael	fr. bk.	450	May 19 Oxford and Co		
Cassarina Maria	W Brandts	am. bk.	406	May 12 E. and J. Meyer		
Chene	W Radzack	fr. bk.	286	May 13 Lundstein and Co		
Christina	E O. Ryan	am. bk.	877	May 12 Am. Serrit and Co		
Custrine	P. A. Pearson	fr. bk.	804	May 21 Order		
Cusnar	W Schuck	fr. bk.	806	Apr. 18 Sherrard and Co		
Colima	W Ipland	am. bk.	235	May 11 Order		
Concordia	W Gerill	fr. bk.	426	May 15 Reynolds and Co		
Cornwall	E Gier	fr. bk.	285	May 20 Morgan Lambert and Co	Aberdeen	in dock
Cornwall	W Kruse	am. bk.	180	Mar. 1 Chinese		
Dainnirke	W Mogenson	am. bk.	167	May 2 John Dard and Co		
Danby	W Gier	fr. bk.	392	May 6 Smith, Kennedy and Co		

AMOV

Don Ricardo	W	Jeffery	B. bk.	289	May 12	D. Bapina	
Drache	W	Peterson	hm.bk.	480	May 22	H. Hubner and Co	
Kena	W	Butcher	B. bk.	477	May 19	J. Scott and Co	
Flectra	E	Petrie	B.4. sh.	606	May 9	Sanders and Co	
Elfin	E	Thomas	B. str.	176	May 2	Landsatien and Co	
Elias	W	G. Kabyt	D. str.	134	May 22	Rosa	
Ellen	E	Williams	B. bk.	631	Mar 1	Pariser and Co	Melbourne
Ellenborough	E	Smith	B. sh.	926	May 10	Camajale and Co	
Ellida	W	Humbert	sw. bk.	225	May 15	Boncoe Company	

FUNCHAU

Hera	WU	Buckwalter	Ar.	573	May 14	Wm. Pustau and Co	
Hongkong	E	Sorbo	Fr.	489	Feb. 27	James Pungfeld and Co	
Ignacio	WU	Angelo	Sp.	487	May 19	H. Bards and Co	
Island Queen	E	Dickson	S. bk.	459	May 19	Order	
J. G. Fichte	W	Meyer	am. bk.	235	May 19	Siemens and Co	
Jacoba Cornelia W	Jansen	Du bk.	452	May 12	John Bard and Co		
Joseph Langlois W	Norge	Du bk.	452	May 12	Siemens and Co	Valparaiso	
J. V. Schaffner	W	Van Duyn	Du bk.	602	May 24	Order	Early
Jane	W	Richardson	B. bk.	307	May 12	Lammert Atkinson & Co	Nagasaki
Jeddo	E	Stephenson	B. bk.	475	May 12	Siemens and Co	
Johanna	D	Wassner	D. bk.	5175	Apr. 18	E. Schellhess and Co	
Kate Cleather	W	Longston	B. bk.	573	May 15	J. Hook and Co	
Kosmos	WU	rage	am. bk.	548	May 15	Wm. Pustau and Co	
LaSourdaines	WU	Pellett	Fr.	242	May 15	Theories Imperiales	Shanghai
Laubman	D	Crean	B. bk.	69	May 15	Chinese	
Lady Agnes Duff	A	Newell	B. bk.	71	May 9	Glynnhart and Co	Thampos
Launcefield	E	Johnson	B. str.	47	Jan. 21	Russell and Co	Refitting
Lennox Castle	E	Dobbie	B. sh.	695	May 14	Siemens and Co	
London	E	Byrne	B. bk.	700	Apr. 20	Order	
Luzin	W	Hall	B. sh.	905	Apr. 30	Dent and Co	
Lydia	W	Reich	B. bk.	300	Apr. 30	A. Scott and Co	
Lydia	W	Schler	B. bk.	841	May 19	J. A. Scott and Co	
Mahé	WU	Merillies	B. sh.	546	Apr. 30	A. Scott and Co	
Maitland	E	Coulson	B. sh.	798	May 22	Jar. Metheson and Co	
Malespion	W	Spart	W. bk.	730	Apr. 30	Siemens and Co	
Maria Vidal W	Kessel	am. sh.	635	May 12	Siemens and Co		
Margaretha	W	Meyer	a.u. ar.	150	May 15	E. & J. Meyer	Tientsin
Maria Whitelmina	N	Niemann	am. bk.	270	Apr. 24	Wm. Pustau and Co	Early
Maria Willemina	W	Wagge	B. bk.	450	Apr. 24	Siemens and Co	disap.
Maria Francis W	Thomas	B. bk.	759	May 2	Shorne Company		
Maur	W	Hillman	am. bk.	305	May 1	Siemens and Co	
May Queen	W	Griffin	B. bk.	355	May 1	Siemens Company	
Maria	E	Reynolds	S. ar.	300	May 15	Chinese	
Minerva	W	Harshorn	br. bk.	331	May 10	Order	
Minerva	C	Diaz	Sp. bk.	263	Apr. 18	Reynolds and Co	
Miranda	W	Coller	Fr. bk.	407	May 19	Hubens and Co	Fuclual & Col
Murphy	W	Day	B. bk.	57	May 24	Order	
N. B. Palmer	E	Steele Jr.	Am. sh.	1457	May 17	Smith Archer and Co	New York

SHANGHAI

Nizam	W	Correll	P. bk.	450	May 13	Jardine, Matheson & Co.	F. or Chattr
Norab Creina		Aaker	B. bk.	1001	May 23	Order	
Northam	W	C. White	B. str.	930	May 19	P. and D. S. N.	Aberdeen
Northfleet	W	C. Symington	G. sh.	951	May 8	Jar., Matheson and Co.	
Omar Pasha		W. Black	B. bk.	399	May 17	Ubbinse	
Onward	W	C. White	B. sh.	606	May 4	Auc., Heald & Co.	Melbourne
Orissa	W	C. Curling	B. str.	1208	May 6	P. and U. S. N. Co.	Maille
Ornate		W. English	H. sh.	738	May 12	Oxford and Co.	

MANILA

P. Catherine	W Van der Duuk	Dubb.	442	May 15	Oxford and Co		
Philomela	F Fisher	B. sh.	622	May 10	Russell and Co		
Phedra	B. Madley	B. sh.	724	May 30	Rosario and Co		Melbourne
Porrenin	W Asarie	Sp.bg.	200	May 17	Rosario and Co		Manila
P. of Satruma	W Howland	B. bg.	285	May 12	Landstien and Co		
Prudhoe	E Reed	B. br.	476	May 9	Stirling and Co		
Raven-houthe	W Cooper	B. bk.	410	May 10	Gibb, Livingston & Co		Bombay
Robert Lowe	C Frost	lt. str.	1497	May 18	Horner Company		Fa
Sagittaire	W Cardonnet	Fr.bg.	339	May 10	Jar. Matheson and Co		For Charter
Saigon Packet	W Thompson	B. str.	186	May 14	Stirling and Co		Shanghai & N
Satan	W C. Turner	B. bg.	188	May 14	Stirling and Co		Lucid up S. Fieco
Sidon	W Kleier	Am.bk.	246	Nov. 28	Order		
Sims Greenman	C Wheeler	sl. sh.	867	May 18	Russell and Co		
Singapore	W Skoop	B. str.	324	May 15	Stirling and Co		
Souk-lavath	C Fogg	B. str.	170	May 15	Phillips M. ore and Co		
Sover. of India	W Scott	B. sh.	774	May 1	Smith, Kennedy and Co		
pirit of the Sea	W Maguire	B. bk.	50	May 8	Chinese		
Strelling	W Wynn	B. sh.	770	May 24	Stirling and Co		
S. Magnus	K Blake	pr.bk.	398	May 19	Jourjan, Hubner & Co		
St Mary	W Kross	sl. bk.	411	May 8	Bureau company		
Sydney Rogers	E Richardson	lt. sh.	627	May 12	Smith Kennedy and Co		
Tymouth Castle	C Turner	B. sh.	1200	Apr. 27	Messagerie Impriales		Mails
Typhoon	W Jensen	nor.bg.	223	May 10	Oxford and Co		
Udine	W Pflman	B. str.	603	May 24	Stirling and Co		
Union	C Bowman	B. sh.	772	May 13	Wm. Postau and Co		Swatow, A.C.
Unit-d Service	C Brown	B. bk.	673	May 12	Am. and Co		Bombay
Victoria	W Jobby	B. bk.	289	May 10	J. S. Hook		London
Vortigern	W Hedstrom	B. sh.	749	May 2	Stirling and Co		Francisco
Wain	W Cairns	B. bk.	750	May 23	E. and O. S. N. Co		Swatow, A.C.
Zanzibar	W C. Wank	Am.bk.	210	May 18	Stirling and Co		
Zephyr	W Hansen	Da.bg.	198	May 14	Order		
Zingst	J. Beck	Am. bk.	443	May 17	Stirling and Co		Lucid up
Zingst	E. J. tendrich	a. bk.	465	May 17	E. and O. S. N. Co		

WHAMPOA.

SHIP'S NAME	CAPTAIN	FLAG	TONS	DATE	DISPATCHED TO	DESTINATION
Anny	Noberg	Sw. bk.	309		Smith and Co	
Belted Will	Locke	B. sh.	812	May 2	Smith, Kennedy and Co	London
Christine	Fr. arc.	B. sh.	724	May 7	J. S. Hook	
Comet	W. Westchester	B. bk.	424	Apr. 29	Gibb, Livingston and Co	London
Deerfoot	C. Carlin	B. bk.	409	Apr. 28	J. Matheson and Co	
Echo	Stapleton	B. bk.	398	Apr. 28	Oxford and Co	London
John Milton	B. sh.	410	May 10	Gibb Livingston and Co		
Landrost Bratt	Stoltcke	Am. bk.	219		Chinese	
Lurel	Moedie	B. sh.	681	May 10	Ar. vitz and Co	
Lycemon	C. Wainhold	Pr. bk.	425	May 20	Burrows and S. ns	S. & W. dock
Nepturne	B. sh.	410	May 2	Wm. Postau and Co		
Nile	Johnston	B. bk.	655	Jan. 25	Oxford and Co	Lucid up
Pennang	Patten	Am. bk.	583		Bosman and Co	
Phetol	Hoglund	Sw. str.	271	May 14	Arteman and Co	
Therese	Oonlocke	Am. bk.	414	May 2	Stenson and Co	
Titonit	Swedish	B. str.	195	Sept. 18	Adam Scotland Co	For Sale

RECEIVING SLIPS

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	DISBURSERS OR AGENTS	DESTINATION	REMARKS
Active	Gessen	Fr. bk	148	Mar. 4	Pasada and Co		
Britain's Pride	Hudson	S. S. r.	150	Feb. 20	Hoyer and Co		
Cuba	Hamann	Am. bk	300	Feb. 20	Kilman and Ailsch		
Java	Anderson	D. bk	310	Feb. 17	Brown and Co		
Maria Rozario	Anscoaga	Sp. bk	254	Feb. 17	Brown and Co		
Nueva Constanta	Butron	D. bk	203	Feb. 18	La owen		
Pirel		D. bk	140	Feb. 17	Seading and Co		
Shooters	Hara	Am. sh	749	Mar. 2	Orier		
Smyrna	Delarge	S. bk.	381	Feb. 21	Orier		
Theresa Augusta	Pfeiler	Pa. sr.	172	Mar. 2	Pasada and Co		
Vietoria	Huchinson	Am. bk	450	Feb. 20	Pasada and Co		
Willy	Rohket	Dre sr.	270	Feb. 5	Pasada and Co		

SHIP'S NAME	CAPTAIN	FLAG	TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTERNAL DESTIN.
Ada	Jones	S. sh.	686		John Silverlock and Co		
Argidius	Mahlemann	am-ar.	234	May 14	Order		
Arriel	Kear	S. sh.	863	Apr. 30	John Livingston and Co		
Black Prince	Ingles	S. sh.	853	May 14	Gibb, Livingston & Co		
Brami	Jargesson	Dak-b.	201	May 13	Order		
Chinaman	Downie	S. sh.	837	Apr. 9	Goldway Wise and Co		
Ernest	Mejer	am-buk	322		Simensen and Co		
Kittick	Geugett	S. bk.	305	Apr. 21	Jardine, Matheson & Co		
Karydice	Gibb	S. bk.	431		Smith, Kennedy & Co		
Falcon	Gunn	S. sh.	431	May 11	Smith, Kennedy & Co		
Peruvia	Sullivan	S. bk.	323		Russell and Co		
Piercy Cross	Robinson	S. sh.	316	May 11	Jardine, Matheson & Co		
Munera	Fox	S. sh.	829	May 2	Gibb, Livingston and Co		
Serica	Imnes	S. sh.	708	Apr. 19	Birley and Co		
Taeeping	McKennon	S. sh.	707	Apr. 27	G. Hunt and Co		
Valctic	Avanagh	S. bk.	386	May 14	Allen-the Heard and Co		

Ship's NAME	CAPTAIN	FLAG & HULL NO.	TONS	DATE OF ARRIVAL	COMMISSIONER OR AGENTS	DESTINATION	INTEREST
Alisa Craig	Leveson	d. bk. 467		Apr. 15	Smith, Kennedy and Co		
Bolus	Russell	d. bk. 433		Aug. 25			
Burdwan	Douglas	d. sh. 803		Apr. 27	Dent and Co		
Cinderella	J. Williams	d. sh. 877		Apr. 20	Frazar and Co		
Duck	Lorenzo	d. sr. 145		July 25	C. P. Jones and Co	Laid up	
Galatic	Harvey	d. bk. 314		Apr. 21	R. T. Riles and Co	Newchwang	Imm.
Guxine	Gardner	d. bk. 339		Apr. 23	Bourjau, Hubener & Co	Chefoo	
Guyana Ganning	Harris	d. bk. 411		Apr. 25	Master		
Guinevere	McClean	d. sh. 647		Apr. 19	Ar. Matheson and Co		
Isabella	Cupper	d. sh. 400		Apr. 20	A. Russell and Co		
John Stanton, Jun.	White	d. sh. 724		Apr. 5	Frazar and Co		
Juan Retziay	William	am.bk. 511		Apr. 25	Russell and Co		
Osprey	Andrews	d. sh. 593		Apr. 20	Frazar and Co		
Palitic	Lewis	d. sr. 267		Apr. 20	Frazar and Co	Laid up	
Salitors' Home	Bryant	d. sh. 1244		Apr. 23	Borneo Company		
Scindia	Carr	d. sh. 894		Apr. 23	Smith, Kennedy & Co		
Trebalgan	Lewis	d. sh. 1171		Mar. 25	Blain, Tate and Co		

SHIPS' NAME.	FLAG & RIG.	TONS	CONSIGNEES	DESTINATION
Adolfo	Spanish barque	424	Smith, Bell and Co	London
Auacion	Spanish barque	270	N. Luna	"
Aureliana	Spanish barque	482	Smith, Bell and Co	uncertain
Her Majesty	British Frigate	1112	Smith, Bell and Co	"
Manila	Spanish barque	406	Holladay, Wise and Co	"
	Spanish Galeone		Smith, Bell and Co	"

RIVER STEAMERS.

Vessel	Flag	Captain	Tons	Horse-power	Owners or Agents
Fame	British	Leferve	90	110	H. & W. Rock Company
Peleeen	"	Mason	345		Hongkong C. & M. Shipping Co.
Fine Dart	"	Seaming	420		Do.
Kio shan	"	Haskell	550		Do.
glo. Kiang	Amer.	Taylor	1065		Russell and Co.
Limlin	British	Duncan	69		Acheong
Sir J. Jasjeebhoy	"	Pails	140		Acheong
Spack	Amer.	Fullan	150		Thomas Hunt & Co.
Plymouth Rock	"	Newton	3380		Russell and Co.
White Cloud	"	Carrol	380		Hongkong C. & M. O. pany

RECEIVING SHIPS.

Vessel	At	Flag & Reg.	Tonn.	Captain	Owners
Fort William	Hongkong	B. sh.	1000	Ballman	P. & O. S. N. Steam Co
John Adam	"	B. bk.	318	Buncecomb	D. Sassoon Sons and Co
Fremnela	Macao	P. bk.	340	Marques	L. Marques & Callao
Mahmoodie	Fuh-chau	B. bk.	392	Oliver	Jardine, Matheson & Co
Snipe	Ningpo	B. bk.	341	Green	Jardine, Matheson & Co
Ann Welch	Shanghai	B. bk.	341	Almoudy	Augustine Heard and Co
Snipe	"	B. sh.	592	Kepnell	P. Francis Cairns and Co
W. Lee Wiley	"	B. sh.	487	Lewes	Captain Lewes
Lady Hayes	"	B. bg.	384	l'atridge	Jardine, Matheson & Co
Wellington	"	B. bk.	472	Bennett	David Sassoon, Sons & Co
Pathinder	Ta-kau, Formosa	B. sh.	382		Jardine, Matheson & Co
Ternale	"	B. bk.			Dent and Co

REFERENCES

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	DISCHARGED OR AGED	DESTINATION
Amoy	Noborg	S. bk.	309		Shanghai and Co	
Belted Will	B. sh.	bk.	812	May 2	Smith, Kennedy and Co	London
Christine	Jensen	P. sr.	282		Oxford and Co	
Coral Nymph	Winchester	B. sh.	724	May 2	G. Livingston and Co	
Deerfoot	Carlin	b. bk.	499	Apr. 29	J. Magness and Co	London
Edgar	Stapleton	B. bk.	500	Apr. 29	Oxford and Co	
John Millot	Fraser	b. sh.	618	May 2	F. Livingston and Co	London
Landrost Bratt	Stotcke	H. m. bk.	219		Chinese	
Leurel	Moodie	B. sh.	681	May 10	Arvesta and Co	
Lyons	G. W. Smith	B. bk.	616	May 20	Smith and S. S.	H. & W. dock
Negmine	Hansen	B. sh.	500	May 9	Wm. Purvis and Co	
Nile	Johnston	B. bk.	635	Jan. 23	Oxford and Co	to sail up
Penang	Patten	H. m. bk.	583		Bosman and Co	
Storrollet	Hoglund	S. w. sr.	201	Jan. 21	Arvesta and Co	
Theresa	Ouelcke	H. m. bk.	414	May 1	G. Stensen and Co	
Tintinn	Swenson	B. sh.	195	Sept. 10	Adam Scotland Co	For Sale

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